

Prior to proceeding to sea, the Master shall ensure that the intended voyage has been planned in detail from berth to berth and approved by himself (SOLAS Ch.V- Regulation 34).

Vessel **HAWKE BAY** Voy/ Date **1301L3/21-FEB-2013** From **CAPE TOWN(-2)** To **WILMINGTON(+4)** **Ballast/Cargo: ILMENITE&LEUCOXITE**

☐ Weather Conditions (Summer/Winter/Typhoon). Anticipated weather enroute: **MOD**

☐ Weather Routing provided

**Appraisal by the Master** (In the boxes provided, enter a tick ✓ to signify 'yes'; enter a cross X to signify 'no'; enter 'N/A' to signify not applicable".)

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> Charts and publications on board for voyage  | <input type="checkbox"/> Water sufficient for voyage           | <input type="checkbox"/> Trading Exclusion Areas checked (by C/P or Insurance)                             |
| <input type="checkbox"/> Physical check of charts and publications  | <input type="checkbox"/> Provisions, stores, spares sufficient | <input type="checkbox"/> Institute of Warranty Limits (IWL) checked- Inform Company, if IWL to be breached |
| <input type="checkbox"/> Bunkers sufficient for voyage.   | <input type="checkbox"/> Load line Zones checked               | <input type="checkbox"/> Local agreements for Oil spill response affecting the voyage checked (See below)  |
| <input type="checkbox"/> <i>Increased bunker reserves for Winter Voyage (FR 6.3.6)</i>  |  | <input type="checkbox"/> Anti Piracy measures for passing through Piracy & Armed Robbery Areas & Ports     |
| <input type="checkbox"/> *Trading in ECA (Emission Control Area) or RCW (Regulated California Waters within 24 nm) - Bunkers with regulated Sulphur Content on board/bunkering planned -see Marpol VI Plan. |  |  |

**Local Pollution Response Plans** (Check validity and inform Company if any of the oil spill response plan is not on board or expired for the port calls in this voyage)

☐ USA NTVRP & VGP ☐ California NTVCP ☐ Alaska NTVSP ☐ Valid Washington State WSMC + ERTV (except the Columbia River System) ☐ MFSA coverage (For Columbia and Willamette Rivers- Washington and Oregon States-Advise Agents) ☐ Canada WCMRC (West Coast) ☐ Canada ECRC (East Coast) ☐ Panama Canal SOPEP - Valid Notice of Acknowledgement

☐ 12 mile speed limit within 40 miles off Pt.Fermin, Long Beach/Los Angeles, Ca. ☐ Seasonal speed restrictions (10 kts) on USA East Coast for Right Whale Protection (Ref Ship File 6B)

Following **publications** were consulted **by the Master** for preparation of Voyage plan and the Navigating Officer instructed for selection of the route:

- |  |  |
|--|--|
| <input type="checkbox"/> Ocean Passages of the world (NP136)           | <input type="checkbox"/> Tide Tables, Tidal Current Tables |
| <input type="checkbox"/> Ship Routeing by IMO                          | <input type="checkbox"/> Light Lists                       |
| <input type="checkbox"/> Sailing Directions /U.S. Coast Pilot          | <input type="checkbox"/> Admiralty List of Radio Signals   |
| <input type="checkbox"/> Largest Scale Charts for voyage               | <input type="checkbox"/> Notices to Mariners               |
| <input type="checkbox"/> Navigational Warnings                         | <input type="checkbox"/> "Bridge Procedures Guide" by ICS  |
| <input type="checkbox"/> "Port & Navigational Information" file 6B     | <input type="checkbox"/> Local VTS Manual if any           |
| <input type="checkbox"/> Current Atlas/Weather charts/Variation charts |  |

☐ Ship Security File & Ship Master's Security Manual (BIMCO) for Routeing to avoid **Piracy and Armed Robbery areas**

Voyage Charts and Navigational publications were corrected through Notice to Mariners Nr: 02/2013

☐ Navtex, AIS, EGC Receiver settings amended for the voyage

☐ Local forecasts ☐ Weather Fax - Provide stations that will be monitored: SPOS& CAPE NAVAL NP283(1)P39 &NEW ORLEANS NP283(2)P62-63

#### Local Requirements

- |  |
|--|
| <input type="checkbox"/> Completed HK Flag State PSCI CL to Company 4 days prior arrival USA/Australia   |
| <input type="checkbox"/> Reporting Systems-AUSREP, REEFREP, AMVER etc                                    |
| <input type="checkbox"/> Great Barrier Reef Marine Park (GBRMP) Zoning Plan 2003- Designated Areas       |
| <input type="checkbox"/> Great Barrier Reef and Torres Strait – AMSA Publication – Industry Passage Plan |

Any other reference publications / Information used: In this section mention pilot volumes referred, practical experience, Guide to port entry, etc used.

ALRS – Provide page numbers or attach the copies of that pages that will be used during voyage:  
ALRS NP(286(3)P341-345,P363-372 NP286(5) P125-137,P177-179,P217 ☐ Piracy & Armed Robbery Reports – on Sat-C EGC, PB Circulars

**Planning** (Bridge Team Management -2<sup>nd</sup> Edition by Nautical Institute may be referred to for guidance in preparation of the Voyage Plan)

#### Charts

- ☐ Complete coverage of voyage and surrounding areas available on board
- ☐ Largest scale charts are available and used
- ☐ Voyage charts corrected to latest NTM, Navigational Warnings, T&P notices
- ☐ Vessel's maximum draft during the voyage and "Under keel clearance" considered
- ☐ Highlighted reference to local notes on chart- **"areas to be avoided"**
- ☐ Routeing hazards identified and marked
- ☐ NGA (No Go Areas) marked (Refer to Bridge Team Management by NI- Page 16&17)
- ☐ Margins of safety marked (Refer to Bridge Team Management by NI- Page 18&19)
- ☐ Tracks marked (Refer to Bridge Team Management by NI- Page 20, 22)
- ☐ Radar Conspicuous objects marked

- ☐ Minimum safe distance off dangers & anticipated tidal information marked on chart
- ☐ Sectors of lights, rising & dipping distances of lights identified
- ☐ Positions for sending reports for coastal reporting systems marked
- ☐ Routing in dense traffic areas with fishing vessels and nets avoided as far as possible
- ☐ "Reduce to Maneuvering speed" marked on chart especially when routing in dense traffic areas unavoidable to avoid contact with vessels and nets (fixed and floating objects)

#### Manoeuvring Data

- ☐ Squat conditions on vessel's maximum draft and speeds considered, *for the least width and depth of channel (check with agents, pilots) using correct block coefficient for the vessel's draft (from the loading manual)*
- ☐ Areas where speed reductions required considered and marked
- ☐ Add any other relevant information for the voyage. From agent&company

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**BW Exchange Special Requirements:** ☐ Routeing >50 miles off coast (in 200 mtr depth) for BW Exchange on USA WC ☐ Two Water Ballast Exchange for Amazon & Para River, Brazil

**Pilot and Port Information**

- ☐ Pilot boarding area marked ☐ VHF procedures / Channels
- ☐ Any restriction at departure port such as tidal requirement for passage to pilot drop off point
- ☐ Bridges and air draft restrictions
- ☐ Escort by tugs
- ☐ Extended pilotage
- ☐ Narrow buoyed passages with strong cross currents, heavy traffic, fog etc.
- ☐ Any additional precautions at pilot boarding area or drop off point such traffic convergence, safety traffic lane, buoyed channel, reports to VTIS etc.

- ☐ Areas where bridge/engine room watches are to be doubled (mark on chart)
- ☐ Parallel Index references
- ☐ Vessel traffic system and calling points in use marked VHF channels for contacting various authorities, services etc.
- ☐ Tidal Streams anticipated
- ☐ Crew call out position(s)
- ☐ Tug meeting point(s)
- ☐ Last abort position or Point of no return- (Refer to BTM by NI- Page 27)
- ☐ Emergency anchorages ☐ Alternative /Emergency tracks/anchorages
- ☐ Contingency planning in restricted waters(Refer Crisis management manual section 4 emergency Checklists for :Collision, Grounding, Steering failure, M/E failure)
- ☐ Traffic separation and Routeing schemes used

**Following items are taken into account**

- ☐ Alteration points ☐ Areas where Master's presence required (mark on chart)

☐ Courses are laid on charts allowing as much safety margin off navigational hazards (at least 3 n miles off in restricted waters, if possible). Increase safety margin to about 6~12 n miles off on coastal passages. (Always choose safe route. Shortest route between two points may not always be the safest) Keep adequate sea room on starboard side from navigational hazards on coastal passages to allow course alteration for collision avoidance in "head on" and "crossing from starboard side" situations. ☐ Keep CPA of at least 250 miles from eye of typhoon/STS, whenever possible. Increase the CPA to 350 miles while carrying deck cargo as far as possible. ☐ Mark off areas with Piracy & Armed robbery & navigate with caution and implement security measures of Marsec Level 3 when navigating through areas with Piracy & Armed robbery.

**Marine environmental protection measures:** Brief crew of the applicable environmental measures on voyage (EF 3.1-08005 may be referred to for guidance) ☐ Plug scuppers in port.

☐ Marpol Special areas on voyage ☐ Relevant local regulations (eg: USA NPDES-VGP, California No Discharge Zones for Sewage, Great Barrier Reef Marine Park, Nearest Land near Australia NE Coast, Sulphur Emission Control Areas etc) prohibition on disposal of treated sewage effluent within 3 miles off Korea, prohibition on incineration within 3 miles off coast, prohibition of washing deck in Turkish St.) and to avoid activities damaging the environment. ☐ Check vessel's position and distance off the coast from bridge prior disposal of bilge water, sewage, garbage and incineration. ☐ BW Mgmt

**Monitoring the Ship's Passage**

- This is a very important aspect of voyage plan. Having a good voyage plan is essential, but its implementation is of equal importance.
- Emphasis to be given to following the planned track, more so at alterations & confirming that the ship is on the track after alteration of course is completed. Cross check positions using all available means. If the planned track is found unsafe for the vessel, call Master at once.
- GPS position should not be relied upon during coastal passages. In pilotage waters, leading lights, transit bearings, light sectors play a crucial role in helping monitor the ship's position. where radar and visual fixes can be obtained.
- During pilotage, position monitoring and plotting must be continued at reduced intervals and passing salient points should be marked on chart. The plotting interval must be reduced with due consideration of distance off from land or navigational dangers, the speed of vessel, weather conditions, set and drift so that the ship cannot run into danger between fixes.
- When navigating in open seas, the ship's position must be checked at least every hour. The scale of certain charts may not permit plotting the position every hour on the chart, the Master must in that case decide on the time interval for plotting positions on the chart.
- Study the maneuvering characteristics displayed on bridge especially the turning circle, stopping distance and advance (crash stop/or turning around in an emergency to avoid danger).
- **Never hesitate to call the Master. Never hesitate to take avoiding action and to reduce speed if necessary.**
- **Avoid One Man Error** (Eliminate the risk that an error on the part of one person may result in a disastrous situation). **Avoid Power Distance- Bridge Team Members should never hesitate to question those decisions and actions which may be dangerous for safe ship operation.**
- **Within Confined waters and 5 miles prior Pilotage waters, the Bridge Team should consist of at least one Nav Officer + Master + Helmsman. (Watch Type "B")**

Prepared by: CHEN CHI

Approved by Master:

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Retain completed plans on board for at least one year

# Voyage Plan (BR-12)

Prior to proceeding to sea, the Master shall ensure that the intended voyage has been planned in detail from berth to berth and approved by himself (SOLAS Ch.V- Regulation 34).

Read and understood prior taking over the first navigational watch on voyage: : Chief Officer \_\_\_\_\_ 2<sup>nd</sup> Officer \_\_\_\_\_ 3<sup>rd</sup> Officer \_\_\_\_\_

Vessel	HAWKE BAY	Voy/ Date:1301L3/21-FEB-13	From CAPE TOWN	To WILMINGTON	Draft	F	m	A	m	Air Draft	m	Sheet Nr 1
Chart Numbers: BA1846. BA4148.BA4146.BA4151.BA578.BA4204.BA4203.BA4215.BA4216.BA4407.BA4403.BA2710.BA2861.BA2563.BA2564.BA2603.BA2604.BA2605.USA12214.USA12304.USA12311												

Way Point				Track Line				Dist To Go (total)	Fix Frequency	Fix Method GPS position NOT to be relied on Coastal voyages	Tidal Current	Watch Type A/B/C	Remarks During Voyage Instructions, Notes, Hazards of Special Concern, , Notes such as Concentration of fishing boats Vessel in Special Area , Reef area, SECA, Important Observations etc	OOW signature & Pan Revised date
Ref No	From Geographical Name Lat/ Long	To Geographical Name Lat/ Long	ETA	Course of Advance (True Course)	Speed of Advance (Speed)	Distance to Next Way Point	Expected Minimum Under keel Clear'ce							
012	38-24.00N 074-30.0W								5mns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____	C	EMERGENCY ANCHORAGE ,DIA 2.0NM , MARKED ON CHART BA 2563,BA2861	
013	33-52.40S 018-27.50E								5mns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____	C	EMERGENCY ANCHORAGE ,DIA 1.0NM , MARKED ON CHART BA 4148&BA1846	
										<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____			
										<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____			
										<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____			
										<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____			
										<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____			
										<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____			
										<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____			
										<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____			
										<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____			
										<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____			
										<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____			

Use additional sheets as required for more waypoints. In remarks section put reference to any dangers to navigation on the course, any speed changes required, concentration of fishing vessels, Maximum parallel Indexing, or any such relevant information. Watch: Type of watch – A (Duty officer + Lookout from sunset to Sunrise) B (Master + Duty Officer + Lookout) C (Master + Duty Officer + Extra Mate + Lookout). Helmsman to be called by the Duty Officer as per Master's Standing Instructions. *Call an additional look out when the regular look out is used as Helmsman.*

Prepared by: CHEN CHI Approved by Master: \_\_\_\_\_ **Always verify the units of soundings on each chart in use & Proceed at Safe Speed**

Read and understood prior taking over watch: Chief Officer \_\_\_\_\_ 2<sup>nd</sup> Officer \_\_\_\_\_ 3<sup>rd</sup> Officer \_\_\_\_\_

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# Voyage Plan (BR-12)

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Vessel	HAWKE BAY	Voy/ Date:1301L3/21-FEB-13	From CAPE TOWN	To WILMINGTON	Draft	F	m	A	m	Air Draft	m	Sheet Nr 2
Chart Numbers: BA1846. BA4148.BA4146.BA4151.BA578.BA4204.BA4203.BA4215.BA4216.BA4407.BA4403.BA2710.BA2861.BA2563.BA2564.BA2603.BA2604.BA2605.USA12214.USA12304.USA12311												

Way Point				Track Line				Dist To Go (total)	Fix Frequency	Fix Method GPS position NOT to be relied on Coastal voyages	Tidal Current	Watch Type A/B/C	Remarks During Voyage Instructions, Notes, Hazards of Special Concern, , Notes such as Concentration of fishing boats Vessel in Special Area , Reef area, SECA, Important Observations etc	OOW signature & Pan Revised date
Ref No	From Geographical Name Lat/ Long	To Geographical Name Lat/ Long	ETA	Course of Advance (True Course)	Speed of Advance (Speed)	Distance to Next Way Point	Expected Minimum Under keel Clearance							
310 BTH	33-54.90S 018-26.00E	33-54.66S 018-26.00E		000		0.3		2	3mns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____	C	S.B.E.C DEP BERTH,POB S-05 08 BR03,05,07,08 COMPLY WITH, SEND DR.SAFREP-SP	
311	33-54.66S 018-26.00E	33-54.00S 018-26.25E		018		0.7		1.7	3mns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____	C	FM BERTH TO CAPE TOWN P/S.TSS , CHANNEL IS VERY NARROW AND LIMIT SPEED<8KTS	
312	33-54.00S 018-26.25E	33-53.00S 018-26.00E		348		1.0		1.0	3mns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____	C	PASSING REP POINT'4'CALL 'CAPE TOWN PORT CONTROL ON VHF CH14	
313 P/S	33-53.00S 018-26.00E	33-51.30S 018-26.00E		000		1.7		6836.7	5mns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____	C	DOP,BR07 STRICTLY COMPLY WITH TAKE ATTENTION THE HELMSMAN SLOWLY RESPONSE THE WHEEL ORDER AND OPERATE CONTRARY WHEEL	
314	33-51.30S 018-26.00E	33-51.30S 018-21.00E		270		4.1		6835	10mns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____	C	PASSING REP POINT'3'CALL 'CAPE TOWN PORT CONTROL ON VHF CH14	
315	33-51.30S 018-21.00E	33-40.00S 018-09.40E		319		14.9		6830.9	10mns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____	C	PASSING REP POINT'2A'CALL 'CAPE TOWN PORT CONTROL ON VHF CH14	
316	33-40.00S 018-09.40E	28-10.00S 010-00.00E		308		535.5		6816	10.30 60mns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____	A,B,C	PROHIBITED DISCH ANY GARBAGE &BILGE WATER, SEE CHART MARK	
317	28-10.00S 010-00.00E	24-30.00S 005-00.00E		309		348.5		6280.5	60mns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____	A	FORBID INCINERATING ANY OIL SLUDGE AND GARBAGE NOTICE DECK &ENGINE DEP COMPLY WITH	
318	24-30.00S 005-00.00E	15-00.00S 008-30.W		307		943		5932	60mns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____	A	PLS KEEP CLEAR THE BONAPARTE SEAMOUNT'105'M,SEN SAFREP-FR	
319	15-00.00S 008-30.W	05-00.00S 020-00.W		311		920		4989	60mns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____	A	OCEAN PASSAGE,PLS RECVD WEATHER FORCAST THROUGH NAVTEX,WEATHER FACSIMILE,EGC,SPOS ,	
320	05-00.00S 020-00.W	04-00.00N 030-00W		312		810		4069	60mns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____	A		

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Ref No	From Geographical Name Lat/ Long	To Geographical Name Lat/ Long	ETA	Course of Advance (True Course)	Speed of Advance (Speed)	Distance to Next Way Point	Expected Minimum Under keel Clearance							
321	04-00.00N 030-00W	11-45.00N 040-00W		308		757.5		3259	5,10,30 mns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____	A		
322	11-45.00N 040-00W	19-20.00N 050-00W		308		738		2501.5	60m ns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____	A		
323	19-20.00N 050-00W	26-25.00N 060-00.W		307		699.5		1763.5	60m ns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____	A	CALL MASTER.CONFIRM IF SEND 'ENOA&BALLAST WATER REP	
324	26-25.00N 060-00.W	30-00.00N 065-00W		309		341		1064	60m ns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____	A		
325	30-00.00N 065-00W	34-30.00N 070-00W		317		371		723	60m ns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____	A	PASSING THE 'BERMUDA ISLAND'PLS KEEP KEEP FAR AWAY OFF IT	
326	34-30.00N 070-00W	38-27.50N 075-40W		316		328.5		352	60m ns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____	A,B&C	EOP IHR NOTICE E/R SSE,PROHIBITED DISCH ANY GRBAGE SEE CHART MARK	
327	38-27.50N 075-40W	38-46.28N 74-58.75W		322		23.5		23.5	60m ns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____	C	CALL DELAWARE BAY PILOT TOWER ON VHF CH 14/16ENTER THE TSS AREA,PLS COMPLY WITH 'CPLREG 'RULE 10	
328 P/S	38-46.28N 74-58.75W								60m ns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____			
									60m ns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____			
									60m ns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____			
									60m ns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____			

Use additional sheets as required for more waypoints. In remarks section put reference to any dangers to navigation on the course, any speed changes required, concentration of fishing vessels, Maximum parallel Indexing, or any such relevant information. Watch: Type of watch – A (Duty officer + Lookout from sunset to Sunrise) B (Master + Duty Officer + Lookout) C (Master + Duty Officer + Extra Mate + Lookout). Helmsman to be called by the Duty Officer as per Master's Standing Instructions. *Call an additional look out when the regular look out is used as Helmsman.*

Prepared by: CHEN CHI Approved by Master: \_\_\_\_\_ **Always verify the units of soundings on each chart in use & Proceed at Safe Speed**

Read and understood prior taking over watch: Chief Officer \_\_\_\_\_ 2<sup>nd</sup> Officer \_\_\_\_\_ 3<sup>rd</sup> Officer \_\_\_\_\_

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Retain completed plans on board for at least one year

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# Voyage Plan (BR-12)

Prior to proceeding to sea, the Master shall ensure that the intended voyage has been planned in detail from berth to berth and approved by himself (SOLAS Ch.V- Regulation 34).

Vessel	HAWKE BAY	Voy/ Date:1301L3/21-FEB-13	From CAPE TOWN	To WILMINGTON	Draft	F m	A m	Air Draft m	Sheet Nr 4
Chart Numbers: BA1846. BA4148.BA4146.BA4151.BA578.BA4204.BA4203.BA4215.BA4216.BA4407.BA4403.BA2710.BA2861.BA2563.BA2564.BA2603.BA2604.BA2605.USA12214.USA12304.USA12311									

Way Point				Track Line				Dist To Go (total)	Fix Frequency	Fix Method GPS position NOT to be relied on Coastal voyages	Tidal Current	Watch Type A/B/C	Remarks During Voyage Instructions, Notes, Hazards of Special Concern, , Notes such as Concentration of fishing boats Vessel in Special Area , Reef area, SECA, Important Observations etc	OOW signature & Pan Revised date
Ref No	From Geographical Name Lat/ Long	To Geographical Name Lat/ Long	ETA	Course of Advance (True Course)	Speed of Advance (Speed)	Distance to Next Way Point	Expected Minimum Under keel Clear'ce							
328 P/S	38-46.28N 74-58.75W								60mn s	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift	A	POB, BR-07.08COMPLY WITH	
329									60mn s	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift	A		
330									20mn s	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift	B	KEEP CLEAR THE 'CRAYFISH TRAP FISH AREA'SEE CHART NOTE	
331									10mn s	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift	B	KEEP CLEAR OF THE 'EXPLOSIVE AREA'&'DUMPING GROUND	
332									10mn s	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift	B&C		
333									10mn s	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift	C		
334									5,10 mns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift	C		
335									5mns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift	C		
336									3mns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift	C	FIX SHIP'S PSN FREQUENTLY BY RADAR, KEEP CLEAR OF THE FFO AND OTHER DANGEROUS OBJECT	
337									3mns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift	C	PLS USE THE LEADING LINE FOR NAVIGATION	
338									3mns	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift	C	CLOSED THE NAV LIGHT AND NAV EQPT,GMDSS INSTALLATION OFF WATCH	

Use additional sheets as required for more waypoints. In remarks section put reference to any dangers to navigation on the course, any speed changes required, concentration of fishing vessels, Maximum parallel Indexing, or any such relevant information. Watch: Type of watch – A (Duty officer + Lookout from sunset to Sunrise) B (Master + Duty Officer + Lookout) C (Master + Duty Officer + Extra Mate + Lookout). Helmsman to be called by the Duty Officer as per Master's Standing Instructions. *Call an additional look out when the regular look out is used as Helmsman.*  
 Prepared by: CHEN CHI Approved by Master: **Always verify the units of soundings on each chart in use & Proceed at Safe Speed**

Issued/Rev: 01.03.12 / 10

Retain completed plans on board for at least one year

# Voyage Plan (BR-12)

Prior to proceeding to sea, the Master shall ensure that the intended voyage has been planned in detail from berth to berth and approved by himself (SOLAS Ch.V- Regulation 34).

Read and understood prior taking over watch: Chief Officer \_\_\_\_\_ 2<sup>nd</sup> Officer \_\_\_\_\_ 3<sup>rd</sup> Officer \_\_\_\_\_

Vessel	HAWKE BAY	Voy/ Date:1301L3/21-FEB-13	From CAPE TOWN	To WILMINGTON	Draft	F	m	A	m	Air Draft	m	Sheet Nr 5
Chart Numbers: BA1846.BA4148.BA4146.BA4151.BA578.BA4204.BA4203.BA4215.BA4216.BA4407.BA4403.BA2710.BA2861.BA2563.BA2564.BA2603.BA2604.BA2605.USA12214.USA12304.USA123116												

Way Point				Track Line				Dist To Go (total)	Fix Frequency	Fix Method GPS position NOT to be relied on Coastal voyages	Tidal Current	Watch Type A/B/C	Remarks During Voyage Instructions, Notes, Hazards of Special Concern, , Notes such as Concentration of fishing boats Vessel in Special Area , Reef area, SECA, Important Observations etc	OOW signature & Pan Revised date
Ref No	From Geographical Name Lat/ Long	To Geographical Name Lat/ Long	ETA	Course of Advance (True Course)	Speed of Advance (Speed)	Distance to Next Way Point	Expected Minimum Under keel Clear'ce							
339										<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____	C	BERTHING,SEND THE DR,SAF REP-FR,	
340										<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____		DOP.BR-07 STRICTLY CARRIED OUT,CORRECTLY RECTIFY THE AIS STATUS	
341										<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____			
342										<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____			
344										<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____			
345										<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____			
346										<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____			
347										<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____			
348										<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____			
349										<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____			
350										<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____			

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Prepared by: CHEN CHI Approved by Master: \_\_\_\_\_ **Always verify the units of soundings on each chart in use & Proceed at Safe Speed**

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